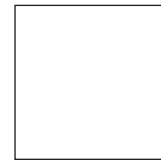




I-17: New River Traffic Interchange to Junction SR 69 (Cordes Junction)  
c/o KDA Creative  
4545 E. Shea Blvd., Ste 210  
Phoenix, AZ 85028



**Alternative  
“H”  
Has Been  
Eliminated  
from Further  
Study**



**Interstate 17**  
New River Traffic Interchange to Junction SR 69 (Cordes Junction)

Design Concept Report and Environmental Studies  
Project No. STP-017-A(ARV)  
TRACS No. 17 MA 232 H6800 01L

**Public Hearing  
Spring 2009**

**Contact Us...** If you would like to be invited to the public hearing or receive a newsletter, please contact us either by phone at 866.751.2215 or at [www.azdot.gov/i17/](http://www.azdot.gov/i17/), click on **New River Traffic Interchange to Junction SR 69**

[www.azdot.gov/i17/](http://www.azdot.gov/i17/)



**Interstate 17**  
New River Traffic Interchange to Junction SR 69 (Cordes Junction)

NEWSLETTER I - DECEMBER 2008

## I-17 Study Update

The Arizona Department of Transportation (ADOT) and the Federal Highway Administration (FHWA) are conducting a design concept study to identify options for improving the capacity and traffic operations on Interstate 17 (I-17) between the New River Road Traffic Interchange (TI) at milepost (MP) 232.0 and State Route 69 at MP 262.0. Improvements to I-17 are being studied to accommodate continued economic growth and expansion in the region and to meet ADOT's long-range goal of providing an improved transportation facility to better connect the Phoenix metropolitan area to communities in central and northern Arizona.

### Alternatives for Consideration

In January 2007, ADOT conducted public meetings in Black Canyon City and Mayer, and presented nine build alternatives (A through H) and the no build alternative between Black Canyon City and Cordes Junction for public comment. Of the nine build alternatives, Alternatives D, E, and H were recommended for further study. The no build alternative considers that no improvements will be made to the existing facility if the engineering and environmental challenges are too great, resulting in a decision not to build or expand the existing facility.

Under the build alternatives, a northbound climbing lane up the Black Canyon hill is under consideration, as well as adding two lanes in each direction to existing I-17. Alternative alignments are being evaluated between Black Canyon City and the Sunset Point Rest Area to provide ADOT the flexibility to more effectively manage incidents associated with accident-related road closures, relieve congestion, and facilitate maintenance on the Black Canyon hill.

### Alternative H Eliminated

Subsequent to the public meetings, the detailed engineering and environmental analyses have resulted in Alternative H being eliminated from further consideration based upon the following issues/concerns:

- A large amount of new right-of-way would be required from public recreation land.
- The new alignment would not be consistent with the Bureau of Land Management's (BLM) recently amended Resource Management Plan.

- A U.S. Fish and Wildlife candidate species for listing as an endangered species would potentially be impacted.
- Alternative H would adversely impact three important historic properties that could be avoided by Alternatives D and E.
- The new Alternative H roadway would not provide access to Bumble Bee Road, the Sunset Point TI, the Sunset Point Rest Area, or the Badger Springs TI.

### Moving Forward

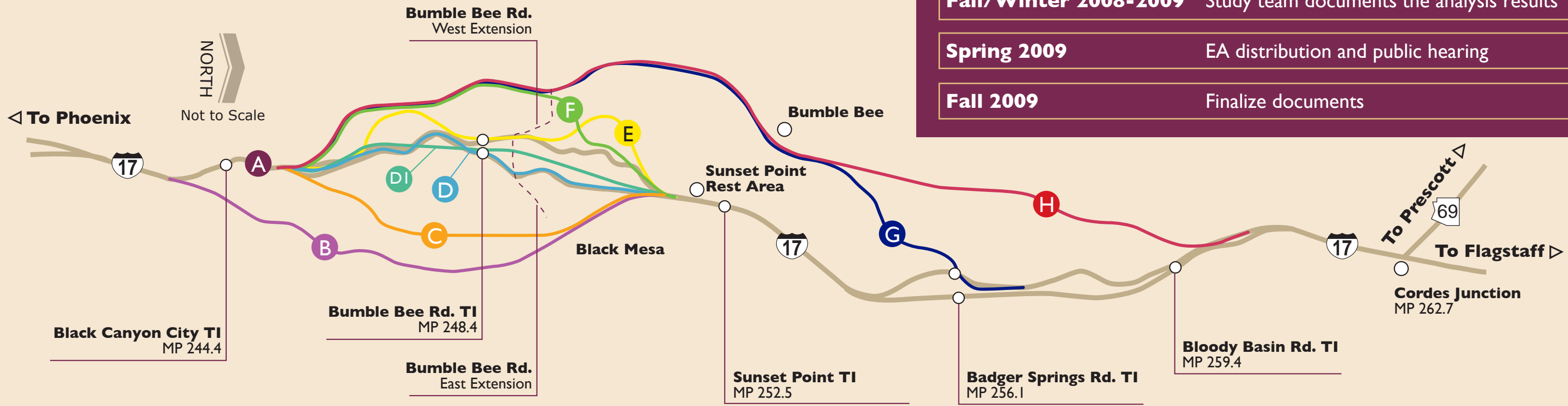
Alternatives D and E are considered feasible and prudent build alternatives in conjunction with widening the existing northbound and southbound roadways north of Sunset Point and south of Black Canyon City, and adding a northbound climbing lane on the Black Canyon hill north of Black Canyon City.

The results of the detailed engineering analysis will be documented in a Design Concept Report (DCR). The environmental impact analysis of the build and no build alternatives will be fully documented in an environmental assessment (EA), being prepared in accordance with the National Environmental Policy Act and FHWA's environmental regulations. A draft EA will be available for public comment in Spring 2009, and a public hearing will be conducted following its distribution. The preferred alternative will be identified at the public hearing, and the recommended alternative will be identified in the final EA and DCR.



[www.azdot.gov/i17/](http://www.azdot.gov/i17/)

# Nine Original Alternative Alignments (A thru H)



# Two Remaining Alternative Alignments (D and E)

